

Coast Rate War Cuts Into Rail Lines' Business

Steamship Companies Attract Traffic From 1,000 Miles Inland, Against 500 Miles Before Decrease

Sea Carriers Make Gains

Fifty Per Cent Reductions in Intercoastal Charges Heavy Blow to Railroads

Reductions in water rates from the Atlantic to the Pacific Coast, as a result of the ocean war now raging between the coastwise lines, are drawing away from the railroads that formerly moved from territory east of the Mississippi. Officials of rail lines admitted yesterday that decreases of 40 to 50 per cent in charges through the Panama Canal have enabled the steamship lines to attract commodities to the coast from nearly a thousand miles inland, where before they could compete only about 500 miles to the interior.

Intercoastal ship lines in the last few days have reported a considerable increase in the volume of freight. An inquiry made to discover the reason for this showed that the gain did not come from coast cities, where the water lines were already getting practically all shipments, but from greater drafts upon inland production centers. The railroads complain that under the rigid supervision of the Interstate Commerce Commission they are not permitted to meet this competition.

One Road Faces Disaster

Continuance of the situation will be disastrous to some of the railroads, one official said. He cited the case of a small interior line which formerly was able to operate because of transcontinental cars routed over it by connecting systems. At present, he said, this business is non-existent and the road will retire from operation unless relief is granted.

L. J. Spence, director of traffic for the Southern Pacific line, said yesterday that the rate war, effecting between the coastwise lines, has reduced traffic over his system and has had a still greater effect upon rail concerns from New York to the Pacific.

As an indication of the decrease in water rates in the last few weeks, it is reported that quotations on steel have dropped from 60 to 30 cents a hundred pounds, and other commodities have been cut in similar manner.

Peace Rumors Unconfirmed

Rumors of peace in the coastwise conference could not be confirmed in responsible quarters. Christian J. Beck, freight manager for the American Hawaiian Lines, which broke the conference by its withdrawal, said that the situation was unchanged. Officials of other lines admitted that there is little chance for restoration of rates along the coast.

Withdrawal of the Luckenbach Steamship Company from the Gulf intercoastal conference means the collapse of that organization for the present, it is believed, with the result that rates are expected to tumble. The Gulf conference had previously withstood the disruption of the Atlantic intercoastal, of which it is a branch.

Reduction in rates from the Gulf to the Pacific ports will enable the ship lines to make further inroads upon the transcontinental traffic of the rail carriers through that section.

Passengers Accuse No. German Lloyd Agents of Trickery

Charge Bremen Office Tried to Steer Them From U. S. Vessel by Representing That Cabins Were Full

A protest which indicated that the North German Lloyd line's agents in Bremen were trying to "put one over" on the United States Lines was made yesterday by a group of passengers who arrived from the German port on the steamship President Fillmore.

Hugo W. Gurisch, an importer, of Baltimore, who was one of the complainants, said that he went to the joint office of the North German Lloyd and United States Lines and asked for transportation on the Fillmore, which was scheduled to sail from Bremen July 14. He was informed by the German booking clerk that the ship was full, and was urged to sail for New York on either the Seydlitz or the York, both vessels being operated solely by the North German Lloyd line.

Mr. Gurisch said he found that the same treatment had been accorded other Americans desiring to book on the Fillmore.

After complaining to the officials of the United States Lines yesterday the dissatisfied passengers said they would carry the protest to Washington. Among the passengers were Milton T. McDonald and Mrs. Anna Fichtelmann.

Marine Reports

NOTE:—The hours below are standard time.

SHIP	High Water	Low Water
Sandy Hook	12:55 1:35	7:25 8:05
Bay Bridge	12:55 1:35	7:25 8:05
High Gate	12:55 1:35	7:25 8:05

Winds at Sea To-day

Off the Atlantic Coast: Bitter to Key state southeast to west, moderate to heavy, with local rain. Moderate to heavy, with local rain. Moderate to heavy, with local rain.

Arrived Yesterday

Pastor, Cristobal July 16, Port Limon 9 and Havana 11; to the United Fruit Co. with 128 pigs, mules and mules; Pier 14, N. Y.

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John D. Archibald, Tampa, July 16, to the Pan-American Line, with 2 pigs and 2 calves; off Tompkinsville.

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The American Legion News: Local, State, National

Polish Government Adopts Methods of Legion to Obtain Work for Ex-Soldiers. U. S. Drive Successful

More Than 500,000 Veterans Placed in Permanent Jobs Since Campaign Started; Offers Still Come

The success of the American Legion's employment campaign for former service men has received recognition by the Polish government, which is being guided now in preventing unemployment by the ideas of the Americans.

A letter of thanks has been received at national headquarters of the Legion in Indianapolis from T. Hoinko, of Chicago, commercial department manager of the Consulate General of Poland.

More than 500,000 men to-day have employment as a result of the drive in the United States, it was stated. The results of the first week showed that more than 400,000 former service men were employed in some way or other, and in many parts of the country demands are still pouring in upon the American Legion for work.

A resume of steps taken in the Legion campaign, as outlined to the Polish Republic, follows: "First a national census was taken to ascertain how many former service men were out of employment. The aid of all national organizations of a civic, patriotic, commercial and religious nature was solicited. The situation was brought before the public through the assistance of newspapers and magazines. A day was adopted to start the campaign, March 21, 1922, called the American Legion Employment Day. Proclamations were issued by Federal, state and municipal officials, whose cooperation was solicited through the various agencies.

"An united drive through publicity was begun. Every one was urged to provide work, at least a temporary one, by picking up and cleaning up. The results of the campaign were constantly kept before the public, and where one community fell down special effort was made from national headquarters to help it out."

Bronx Membership Drive

Frank Clay Brown, commander of the Bronx County Legion, has sent a letter to the various legionnaires calling their attention to the membership campaign. He stated that the Legion is now in the midst of a drive to increase its membership. He stated that the Legion is now in the midst of a drive to increase its membership.

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Hudson River by Daylight

Daily, except Sunday—For Bear Mountain, West Point and Newburgh. Leave New York, 8:00 A. M.; 12:30 P. M.; 3:30 P. M.; 6:30 P. M. Arrive Newburgh, 9:50 A. M.; 1:30 P. M.; 4:30 P. M.; 7:30 P. M. Arrive West Point, 10:00 A. M.; 2:00 P. M.; 5:00 P. M.; 8:00 P. M.

80 Ships Used for Russian Relief by U. S. Commission

Food Supplies Aggregating 788,000 Tons Have Been Moved Since January to the Baltic and Black Seas

Eighty vessels have been utilized by the American Relief Administration in the transportation of food supplies to Russia for the aid of famine sufferers, according to figures obtained from the local office at 42 Broadway yesterday.

Of this number eight were foreign ships, thirty-three private American steamers, thirty-five sailing with full cargoes. Parcel lots were shipped on fifteen others. Ports of destination were in both the Baltic and the Black Sea.

The movement of relief supplies is now practically at an end. Only 5,000 tons remain to be shipped, and this volume probably will be sent in parcel lots. Total shipments aggregate 788,000 tons. The relief administration has spent \$50,000,000 in behalf of the starving Russians.

The tallying of seventy-two vessels under the United States flag since January was one of the greatest charitable argosies in history. Many difficulties were encountered by ship masters in getting their cargoes through the ice fields surrounding Russian ports, and also in getting the shipments safely ashore in spite of the handicaps imposed by the Bolshevik workmen.

Elevator Boy Seized in Fur Loft After Hours

Police Find Youthful Operator When Burglar Alarms Send Warning

Caught by detectives in the building where he was employed as elevator operator, a few hours after he had left for the day, Louis Hoffman, eighteen years old, of 1899 Bathgate Avenue, the Bronx, was held in \$2,000 bail by Magistrate Jean Norris in Jefferson Market Court yesterday for examination to-morrow on a charge of burglary.

The building, a twelve-story loft structure, is occupied by furriers. Saturday night a burglar alarm on the outside of the building began ringing. At the same time an alarm sounder in the office of a private detective bureau which provides extra police service for the place.

The police of the West Thirtieth Street station were notified and Detectives Edward Sheehan and David Foley rushed to the building in an automobile. During a search of the premises they said they found Hoffman in the loft of Kreitzky and Cohen, on the tenth floor. Marks indicated that the door of the loft had been forced. Hoffman left work for the day at 5 o'clock.

Radio Corp. of America

CANTON, China, June 4 (By Mail).—The third American Legion post has just been organized in Canton, China, being at Shanghai and Peking. In spite of the fact that the American community of Canton is small and scattered, the post was formed without the aid of national or departmental Legion officials.

The thirty members include bankers, missionaries, tobacco salesmen, civil and mining and electrical engineers, automobile and oil men, and sailors from a United States gunboat. There are two Chinese members, one an instructor in the College of Agriculture, the other a government radio operator.

The head of the Canton post is Commander Alfred H. Holt, formerly of Lake Forest, Wis., and now a professor of the Canton Christian College.



New Steamship San Jacinto

Leaves New York July 19
Returning, leaves Galveston July 29

THIS 8000-ton oil burner, embodying the latest improvements for convenience of passengers, is now in regular schedule. A splendid acquisition to the Mallory Line fleet, which includes the famous "Henry R. Mallory," "Comal" and "Concho"—known everywhere among coastwise travelers for their seaworthy qualities and high standards of service.

Galveston, Texas

"The Atlantic City of the Southwest"

The Mallory Line is the "cool, comfortable way" for business men or tourists bound for Galveston or en route to other points in Texas, Oklahoma, Arizona or the Pacific Coast.

Key West, The "Ocean City"

Miami, Palm Beach and other Florida points also are conveniently reached by Mallory Line via Key West and the famous panoramic Oversea Railway.

Fast Through Passenger and Freight Service to All Points in the Southwest

MALLORY STEAMSHIP CO.

489 Fifth Avenue, at 42nd Street Pier 36, North River, New York

THE HOMERIC

will be at her pier in New York on July 21st. This magnificent new White Star Liner, the largest and most luxurious twin-screw steamer in the world, has been specially chartered by us for

The 1923 Cruise De Luxe to the Mediterranean

Sailing from New York January 30

Most superb itinerary: Sixty-seven glorious days in all, including sixteen days in Egypt and Palestine.

AN INVITATION

is cordially extended to all who may be considering such a cruise—to inspect the steamer and especially the various series of state rooms which are offered to our guests.

Applications for admission cards should be made to our offices, 245 Broadway or 561 Fifth Avenue, or THE WHITE STAR LINE, 1 BROADWAY

THOS. COOK & SON

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